

Established February, 1845

PRICE \$2.00 Monthly


Shipping

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.


**FOR SWATOW, AMOY AND
TAIWANFOO.**

 The Co.'s Steamship
Thales,
Captain HUGHES, will be
despatched for the above Ports
TO-MORROW, the 24th Instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAFFRAN & Co.,
General Managers.
Hongkong, May 23, 1891. 1088

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

FOR HAIPHONG (DIRECT.)

 The Co.'s Steamship
Haiphong,
Captain *DE BOER*, will
leave for the above Port
TO-MORROW, the 24th May, at Noon.

For Freight or Passage, apply to

HONGKONG, May 23, 1891.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE
The Co.'s Steamship
Taiyuan,
R. Nanson, Commander,
will be dispatched as
above on WEDNESDAY, the 27th May.
The attention of Passengers is directed
to the Superior Accommodation offered by
this Steamship. First-class Saloon and Cabin
are situated forward of the Engines.
Second-class Passengers are berthed in the
stowage. A Refrigerator and cooler ensure
the supply of Fresh Provisions during the
entire voyage. A duly qualified Surgeon is
on board.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Members.
Hongkong, May 18, 1891.

1008

QUEEN LINE OF STEAM PACKETS.
FOR LONDON VIA SUEZ CANAL.
The Steamship

Capt. Matheson, will be
despatched as above on
about the 27th instant.

This Steamer has ample Accommodation
for Passengers, and carries a Doctor
and Stewards.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, May 19, 1891. 1004

FOR SINGAPORE, HAYRE AND
HAMBURG.

(Taking Cargo as through routes to
ANTWERP, ROTTERDAM, ROTTEN-
DAM, LISBON, OPORTO, LONDON,
LIVERPOOL and BREMEN.)

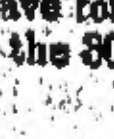
The Steamship
Frigo, Capt.
Captain F. Naeve, will be despatched for the
above Ports on THURSDAY, the 28th inst.,
10 a.m.

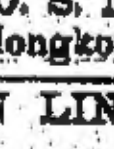
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.

Hongkong, May 19, 1891. 1021

STEAM TO YOKOHAMA, VIA NAGA-
SAKI AND KORE.

(Passing through the INLAND SEA.)

 Steamship
Atchoua,
Captain W. D. MURIE,
will leave for the above places on SATUR-
DAY, the 30th May, at Daylight.

 E. L. WOODIN,
Superintendent,
& O. S. N. Co.'s Office,
Hongkong, May 24, 1891.

STEAM LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship
Glenwich,
Captain FOSB, will be
despatched as above on
about the 8th June.

This Steamer has superior Accommoda-
tion for Passengers, and carries a Doctor
and Stewards.

For Freight or Passage, apply to
JARDINE, MATTHEW & Co.,
Agents,
Hongkong, May 16, 1891.

Sailing Vessels.

FOR SAN FRANCISCO.
The S/S L. L. Amie Barque
will leave for
St. James.

here for the above Port, and
 will have quick despatch.
 For Freight, apply to
 RUSSELL & Co.,
 Hongkong, April 21, 1893.

READY IN A FEW DAYS.
J. P. THE YANGTSE,
 BY
E. H. PARKER,
 WITH
SKETCH MAPS.

CHINESE
 the Yangtse Gorges, and Rapids in English
 and Rapids of the Upper Yangtse.
 the "Vada-moum" of the Traveller
 through the Gorges of the Great River.
 Special Observations
 concerning the River in
 Chinese and the English River
 the Kia-ling River.
 Great Salt Wells
 North, West China
 the Wills of Hsueh
 of Shan Flats.

total, eclipse of the moon, visible

strongest, take place to-night." After the first contact with the penumbra it will be at 3.46 a.m.; the middle of the eclipse is at 3.50 a.m.; the last contact with the shadow is at 3.54 a.m. and with the penumbra at 4.01 a.m.

THE CANADIAN PACIFIC RAILWAY CO.'S new line, R.M.S. *Empress of Japan*, Captain the A. Lee, reports having left Vancouver on the 11th April, with 150 first-class saloon passengers and her dates are as follows:—
11th April, 1904, 10.30 a.m., Vancouver.
Gibraltar 11th April, Naples 20th, Suez 27th April, Colombo 10th May, Penang 15th, Singapore 12th, and Yokohama 23rd instant, en route for Japan.

A long stay was made at each port, so that the passengers to see all places of interest. From the time of leaving

weather and smooth sea throughout the passage, thus making the engine more agreeable and interesting one. It is scarcely necessary to give details and particulars of the steamer's handling, as it is similar in respect to her sister ship, the P.M.S. *Empress of India*, of whose performance we published only a short time ago. We may add that the *Empress of Japan* has proven herself a perfect success as far as speed and sea-going qualities are concerned. Her marine architecture is perfect throughout, as far as human skill can make her. The *Times of Ceylon* say:—Ceylon has command of the steamer, and is well known on the line that the *Empress of Japan* is going to, having been formerly connected with the *Asiatica*, one of the fastest of the chief offices of Messrs. Gair, formerly of Green's and Moffat's services, and lately connected with the Royal Naval Reserve. Scott Officer Macleod was with Captain Lee on the *Empress of Japan*, while the Chief Officer was Mr. Gair, formerly of the Orient Companies. Fourth Officer, he them is an ex-P. & O. officer, chief engineer is Mr. Tod, formerly in the North Atlantic trade, and his second officer, Murphy, was headman on the *Asiatica* course before. The *Empress of Japan* is P. Gordon, the well-known engine builder.

TEA that visited England a couple of years ago, while the purser is Mr. J. N. Leberg, from the *Quander Opheleus*, who was previously sent agent to the East and Africa (most costly) scale.

It was said, when the last French mail England, that more than 215,000 cent. premium was asked for underwriting the cargo of loss on the guarantee of Messrs. Baring Brothers' liabilities.

THE Deutsche Dampfschiffahrt Gesellschaft Hamburg & Bremen, which runs a number of its steamers to East India and East Asia, is now offering a dividend of 10 per cent. to its shareholders. The East Asiatic line, after having withdrawn an amount of \$12,368 from the fleet, after applying \$10,000 to renewal purposes. The line to Kurehara and Borneo is slowly developing itself, and the boats are being built. The company is not sure though the property still now is not yet mentioning.

THE HEALTH OF PRINCE ARTHUR VICTOR. Attention was called some time ago to the health of Prince Arthur Victor.

members, did not return to his military duties for some time after his illness. In consequence of indisposition, *Letters from the London Correspondent of the Messager du Courrier* relates his Royal Highness was the sympathizer of the returned exiles from within rather than from without. It has been found necessary to order his removal from York, where he has become ill, to duty. The young Prince will accordingly go almost immediately to Ireland, where he will take up quarters at the Devonport.

The Anglo-Burmah and Chinese Association is again pressing the Secretary of State to allow private enterprise to take in developing the system of railways in Burma. The Association has pointed out the necessity for its speedy construction, and has stated that it is prepared to undertake the trade which would be stimulated through China, India, Siam, and the neighboring Siam States, to the detriment of English manufactures, and also India. (German) appears to be slow in the matter. They do not wish the competition of the Chinese, and the Chinese are not so exploited, and rather are desirous of the acceleration of railways in the Chinese frontier, in the hope of obtaining trade in contrast to export an annual sum in railway construction and opening communications.

[illegible][illegible]

emigrated to Sumatra, but a more powerful cause was the continued presence in this district from Oct. 13, 1890, to Jan. 20 of this year, of the ever-dreaded General Pang and his many followers. "Hu himself" was only twice in the town of Swatow, namely, on the day of his arrival and on that of his departure; but the mere fact that he was so far off was sufficient to cause about 30 per cent., as I am told, of the emigration to remain closed. Though the emigration to the tin system, under such adverse conditions, is not so rapid as it was formerly, still, along poverty-stricken roads, can emigrate, as it did under the ban of General Pang and the provincial authorities; there is no doubt that this is

the can of General Rang and the provincial authorities, there is no doubt that the use of such tickets is winked at by the local officials for a money consideration, the amount of which in each case is well-known but the respectable coolie agencies, those at least that are connected with foreign firms,

of them, from a dread of the consequences of exposure by enemies. Until the "credulity" system is sanctioned and put under proper regulations, all Chinese connected with the despatch of emigrants, who have not paid their own passage, will be greatly in the mercy of unscrupulous individuals, who know that the system is at present open to obloquy, is underrhand, and gives a ready excuse for false charges. The patriotic traffic to the Straits Settlements and Bangkok gave employment last year to 160 British vessels, all of which were steamers

PIRATES. A young German seaman belonging to the crew of the German gunboat *Wolf* has written home a letter containing the account of an encounter with Chinese pirates. The letter, which is Berlin dated Feb. 10, contains the following account: "I departed from Hong Kong, Feb. 14. — On the way from Japan to China we approached some small islands and a boat was lowered in order to land. The crew of the boat soon discovered behind one of the islands a vessel, which they took to be a pirate ship. The pirates, who immediately turned back, had a lighted lantern running at the time, and it was very stormy. The boat capsized, and ten men and the officer in command were struggling with the waves. Of these only seven were saved, and a lifeboat was lowered to bring up those who were missing. Even now the pirates threaten that they will kill the survivors."

hands of the pirates. The first onslaught was made by one officer and fourteen sailors (of whom I was one), each supplied with sixty or seventy rounds of ammunition. In a few minutes we carried off the gun and the six days. When, at four in the morning, we espied the Chinese junk, we made her, and when close up saw our misadventure. The gun and rifles were unloaded, and the Chinese junk heaved to, the pirates did not stand their ground, but tried to escape. The cutter fired aimlessly, the first shot striking the deck of the junk. The enemy then became badly disheartened, and the cutter, which succeeded in gaining the deck of the pirate, where a hand-to-hand fight took place. Thirteen pirates were killed, and all the rest taken prisoners. The junk was escorted to the anchorage, where the Chinese boat crew, bound hand and foot, were lost and our prisoners were then carried to triumph on board the *Wolf*.

THE HISTORY OF CHINA.

At a meeting of the Society of the

Dr. Douglas, G.O.M.C. K.C.B. A. D. Lyall presided, and briefly introduced the lecturer. Sir Thomas Wade's paper was read, and the following summary of the discussion which followed is interesting :—

Professor Douglas, said there was a part of the lecture, which impressed him very much, and that was the part where there had been constant overthrowing of Empire and upsetting of dynasties in China. Over these great convulsions had been accomplished with the least possible derangement of the administrative machinery, and the least possible disturbance of the people. Disturbances and revolutions, which we leave a country in Europe the victim bloodshed and horrors for centuries, seemed to pass off in China within a very short period. The real reason of this, he thought, was that the Chinese had no personal loyalty to the Emperor. They knew him simply as an abstraction. It was very remarkable to see on a change of dynasty how very slight the changes were in the personnel, the administration, the machinery, the institutions, the highest to the lowest positions transferred their services to the new incumbent.

on for ever. Although, as they had been told, the "Mongols" had been driven out of the "Mongolia" and the "Mongols" had been driven out of the "Mongolia," the times occupied the thrones of China, they had been treated by the body of the "Mongols" as almost legitimate Sovereigns, and thought that if a European Sovereign were to make himself master of China, he would be the conqueror of the "Mongols" who had done to the "Mongols," "Ming" and "Tartars."

The Chairman, in a few appropriate remarks, having tendered the thanks of the meeting to the lecturer for his paper, Sir Thomas St. Clare, in reply, said, in a complimentary, and said should have made one remark in reference to what Professor Douglas had said as regards the facility with which the Chinese accept new rule. He (Sir Thomas) would say that the Chinese had been so long associated with quite so "Mongol" as Professor Douglas had implied. Therefore there was no change of dynasty, in part or in whole, without a fearful expenditure of bloodshed. What he (Sir Thomas) considered to be the greatest of the evils of the Chinese Administration was that, since the latter had not introduced new ideas, the Mongolians, although they were barbarians, became civilised and followers of Confucius. Both the Mongols and the Manchus had been the conquest of the Chinese, and the study of Chinese literature and philosophy

Professor Douglas, in his remark as to the change which would be in store for China in the event of her coming to be ruled by a foreign Power, would possibly introduce a new factor which would completely upset the present position of the League of Nations, the stability of the country and the continuance of the rule of the Manchurian Government. It is not to be expected that education, which is obedience to a foreign Power, was to be replaced by a number of foreign Powers would immediately have forced upon China civilisation, which, it is necessary to say, we must admit, would be very advantageous, but which it might regret in the utter destruction of the present order of things. From that day would cease to be China, and would be replaced by a new order of things, subject to this or that Power, and the vestige of her former civilisation.

Professor Douglas said he agreed with Sir Thomas, and desired to modify his views he had expressed. What he meant was that a foreign Power, of ordinary power of absorbing foreign territory, was in the country that they appeared to go on unmoved by the coming of outside Powers.

1997

Mails.

NOTICE.

**COMPAGNIE DES MESSAGERIES
MARITIMES,
PAQUEBOTS POSTE FRANÇAIS.**

STRAM FOR
**SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY.**

MADRAS, CALCUTTA, BOMBAY, SUEZ.

PORT SAID
MEDITERRANEAN AND
BLACK SEA PORTS ALEXANDRIA
MARSEILLES AND PORTS
OF BRAZIL AND LA PLATA
LONDON, HAVRE AND BORDEAUX
ON WEDNESDAY, 15th Feb.
1891, at Noon, the Company's S.S.
STONE, Commander, D. J. W. WILSON,
MAILS, PASSENGERS, SPECIMENS,
CARGO, will leave this Port for the above
places.

Cargo and Specie will be registered for London as well as for Minorities and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 1 p.m., Specie and Parcels until 3 p.m.

Ottawa, Montreal,
New York, Albany,

Phry, Rochester, Baltimore.....\$310.00
Harrisburg, Pittsburgh, Wash-
ington, Boston, Portland (Me)
Baltimore, St. John.....
To Liverpool and London.....\$325.00
To Paris and Bremen.....\$345.00
To Havre and Hamburg.....\$335.00

Through Passage Tickets granted to Eng-
land, France, and Germany, by all trans-
Atlantic lines of steamers.

Special rates (first class only) are granted to:
Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services, to
European officials in service of China, and
to British and German consular officials.

Return Tickets.—First and second class
only.—Frapaid return tickets to Pacific
Coast Points, and to Eastern and Interior
Points of Canada and U.S.A., will be granted
if available for:

If issued at 25 per cent off Return Fare
of \$50 per cent.
(Time is reckoned from the date of issue
to date of re-embarkation at Vancouver).

Passengers to Pacific Coast Points and to
Eastern and Interior Points of Canada and
United States holding prepaid return tickets
but who re-embark at Vancouver within six
months from date of issue of original tickets
will be allowed 10 per cent. off the return
fare.

—Frapaid return-tickets to Liverpool for 15
months after date of issue, available for 15
months at \$650 or over; for 8 months at
\$450.—Through Bills of Lading issued to
Japan, Pacific Coast Points, and to
Canadian and United States Ports.

CONSULATE INVOICES of Goods for United
States Ports should be in quadruplicate
and one copy must be sent forward by the
steamer to the care of D. E. BROWN, As-
sistant General Freight and Passenger Agent,
Canadian Pacific Railway Company, Van-
couver, B.C.

Passage must be sent to our office with
address, and bill paid by 5 p.m. on the day
previous to sailing.

For Further information as to Pass-
ages and Freight, apply to

DODDLETT, OARILL & Co.,
Agents.

Hongkong, May 10, 1891. 922

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND RECAPS
AT YOKOHAMA AND SAN
FRANCISCO.

VIA U. S. MAIL Steamship CHINA
A. Will be expected for SAN FRANCISCO
OSBO, via YOKOHAMA, ON THURS-
DAY, the 11th June, at 1 p.m., taking
Passengers and Freight for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railways, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.

Through Bills of Lading granted to
England, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows :—
To San Francisco \$225.00
To San Francisco and return, .. 293.75
available for 6 months
To Liverpool 315.00
To London 332.00

To other European points at proportionate
rates. Special reduced rates offered to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passenger by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific
Railroad, Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
scheduling at San Francisco for China or Ja-
pan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Fares will be accepted on tickets until 10
p.m. the day previous to sailing. Parcel
Freights will be received at the office until 5
p.m., same day; all Parcel Packages should
be marked to address in full; values
of more be required.

Goods destined to some ports beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Pass-
ages and Freight, apply to the Agency of the
Company, No. 504, Queen's Head Corner,

J. S. VAN BURNE

For further particulars, apply at the
Company's Office,
G. DE CHAMPEAUX,
Agent.
Hongkong, May 20, 1881.

NORDDEUTSCHER LLOYD
NOTICE

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, - PORT SAID.

BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG
PORTS IN THE LEVANT, BLACK
SEA & BALTIC SEAS.

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN

**THE COMPANY'S STEAMERS WILL CALL
at SOUTHAMPTON TO LAND PASSENGERS**

N.B.—Cargo can be taken on through Bill of Lading for the principal ports of **RUSSIA.**

ON SUNDAY, the 7th day of June
1891, at 11 a.m., the Company
S.S. STUTTGART, Capt. V. Schömann

Shipping Orders will be granted till
Nov. 1st, 1914.

until 4 p.m., Speeds and Parcells until 3 p.m. on the 6th June. (Parcells are not to be sent on board; they must be left at the Admiralty's Office). Contents sent

Value of Packages are required.
The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to

Hongkong, May 11, 1891.

INSURANCES.
QUEEN FIRE INSURANCE COM.
PANY.

THE Undersigned, Agents for the above
Company, are prepared to ACCEPT
RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong, July 15, 1897.

THE ASSURANCE SOCIETY
OF THE
UNITED STATES

Hongkong, November 14, 1891. 106

NOTICE

SHIPMASTERS and ENGINEERS are respectfully informed that if any

their arrival in this Harbour, NONE of the Company's WORKMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will

In the Event of Complaints being found necessary, Communication with the Under signed is requested, when immediate steps

D. GILLIES,
Secretary.



GAIN

ONE POUND

A Day.

A GAIN OF A SECOND A DAY IN THE CASE OF A MAN WHO HAS BECOME "KILL WITH TOWN" TRAINING IS BEING TESTED.

THAT REMARKABLE FACT: SCOTT'S

EMULSION

OF PURE COLD LYE. FILL WITH
Hypophosphites of Lime & Soda
IS NOTHING UNUSUAL. THIS MEANS

HAS BEEN PROVED OVER AND OVER AGAIN. PALATABLE AS MILK. ENDORSED BY PHYSICIANS. THREE TIMES AS EFFICACIOUS AS PLAIN OIL. AVOID IMITATIONS AND IMITATIONS.

BOSTT & BOWNE LIMITED
47 FARRINGDON ST. LONDON, E.C.

Sole Agents for China and Hongkong:
Messrs. A. S. WATSON & Co., Ltd.

Printed and published by HUI JUNE-BAO, at the Chinese Main Office, Nos. 5 Wyndham Street, Hongkong.

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